

INTIMATIONS

BROWN, JONES & CO.
DEALERS IN
AMERICAN AND ITALIAN MARBLE
AND HONGKONG GRANITE.

CEMETERY MEMORIALS.

Designs and Prices on application.
Office, 17, QUEEN'S ROAD CENTRAL. 1704

THE CHRONICLE AND DIRECTORY
FOR CHINA, JAPAN, COREA, INDO-CHINA,
STRAITS, NETHERLANDS, INDIA,
SIAM, PHILIPPINES, BOERNE, &c., &c.
WITH WHICH ARE INCORPORATED
THE CHINA DIRECTORY

THE HONGKONG DIRECTORY
AND HONG LIST FOR THE FAR EAST.

1893.

THE THIRTY-SIXTH ANNUAL EDITION,
Royal Octavo. Complete with Twelve Maps
and Plans, pp. 1,308, 57. Directory only, pp.
934, 53s.

A. S. WATSON & CO.,
LIMITED.

MANUFACTURERS OF

AERATED WATERS.

AERATED WATERS of our manufacture are sold throughout the Far East and are invariably preferred on account of their excellence.

ABSOLUTE PURITY is guaranteed. The best materials only are used.

THE PRICES are only half those charged in England.

WATERS MANUFACTURED BY US are acknowledged by the leading English makers to be equal to those of their own production.

Sir Edward Frankland, K.C.B., D.C.L., F.R.S., F.C.S., &c. the greatest living authority on Water, reports as follows on the water as prepared and used by us in our manufacture:

"It possesses an extremely high degree of organic purity and is of most excellent quality for drinking."

A. S. WATSON & CO., LIMITED.
THE HONGKONG DISPENSARY.

Established A.D. 1841.

Hongkong, 15th March, 1893. 124

NOTICE TO CORRESPONDENTS
Our communications relating to "The Times" should be addressed to the Manager, 12, Queen's Road, Hongkong. Correspondents for "The Times" should add "Hongkong" to their names and addresses. Correspondents for "The Times" should be advised that their names and addresses should be written on the reverse side of the paper only.

No anonymous signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of "The Daily Press" should be sent before 11 a.m. on days of publication. After that hour the supply is limited. Only supplied for Cash. Telegrams: "Address, Press-A.H.C. Code. P.O. Box 20. Telephone No. 12."

The Daily Press.
HONGKONG: MAY 3RD, 1893.

We are glad to observe that the idea of omitting from the programme of the approaching Vasco de Gama celebration at Macao all items that are calculated to draw together crowds of Chinese in the island which divides the entrance to the Bay of Manila into two portions. This information is not itself impossible. On arriving off Manila Bay Commodore Dewey might well stay to destroy the forts on Corregidor before proceeding in pursuit of the Spanish squadron, which is reported to have left Manila to cruise along the coast. If the Spaniards were still at Manila the destruction of the Corregidor forts would of course be the first operation in the American programme.

Emilio Aguinaldo was expected from Singapore by the P. & O. steamer "Molucca" yesterday, but his name does not appear in the passenger list.

THE HARBOUR MASTERS REPORT.

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Of these countries, who do not manufacture sufficient for their own demands, besides Turkey only China is likely to be considered, and we cannot believe in the "Awakening of China" and in the future forming of a Chinese state similar to the analogy of Japan. The Chinese are a people of a very different character, and law-abiding subjects, as long as no policy interferes with their customs and habits. For centuries they are used to being governed by foreign nations, but their present rulers are corrupt to the bone. Here we can draw a parallel with the history of India at the beginning of the 19th century, when the rearing of the English colonists.

In India, to-day, in China to-day, a foreign dynasty was ruling over a numerous and diligent population who had no national union and also here this dynasty was corrupt, and tampered with their weaknesses, foreign conquerors, and overruled the native population, which made the greatest and most successful efforts to rule the soil, gained also the command over India. The rising over India is principally the base of England's position in the world of her prosperity.

As formerly in India, to-day on the borders of China the foreign merchants and factors are exacting a heavy toll of the Chinese enterprises. The one difference is this, that the Indian officer is missing the capable and diligent German merchant, who has gained his place in the harbours of East Asia. On the borders of China are watching already Russia and Japan, England and France, and fear, then with cunningness and then with force, plan to carry this country. The English have decided the time to give India and North America, the 19th century, has seen the annihilation of the Spanish colonial government and the dividing of Africa, and the 20th century is bringing the war over China. Germany cannot be impeded with regard to this, and cannot let India be a market for English goods, and to be shared between the countries alone. Germany being aware of its place as a power of the world, is of the opinion that now the time has come to show its power also in its transatlantic connections, because Germany has by this time stepped from the place of a "second-rate power" to a "great power," to which no impartial person can object.

But not so the Englishmen! They look at the development of Germany's power through the spectacles of jealousy, and we do not wonder that the English newspapers still their columns with the most hateful and unfair criticism of the actions of Germany in China. We are of the opinion that the best way to bring our neighbours across the channel is to bring before their eyes some trifles selected from their large record of sins.

The *Morning Post* says that according to present circumstances the German battle-ships had to be considered as a hostile squadron against China. This tender and peaceful action of the *Moroccan* had made possible events, now mischievous in China, and the barbarism of England in the year 1842 is surely not quite forgotten, the year when England surprised China with a fictitious reason for a war, when the English blue-jackets plundered Imperial palaces, and when England annexed for herself the valuable sea-port and city of Hongkong.

In the famous Alabama question, England received morally as well as materially a beating; England by sentence of arbitration was condemned to pay 31 million pounds sterling to North America, for having broken the neutrality.

In the Franco-German war England has constantly been the neutral, and it is also known that England as far as possible replaced the losses of arms of the French army, by sending and smuggling across the channel to France her old Snider guns and other old fashioned war material.

Also from the war of Greece with Turkey, it is known that the neutral always follows the winning side, outside of the other European nations, and that she was always trying to prevent the peace-making of the other nations being successful. All around enormous difficulties are rising, and if these signs are not misleading, the rising of Great Britain seems to be going down rapidly.

We could tell some more characters of examples of the British actions, but we think the reader for the present, and we hope that our neighbour's across the channel will profit by this lesson.

Supposing we now take a nearer view of the commercial importance of the German action in China, and let us ask the question, if the object of this dispute is what we think it is, will it be a relative favourable result? The entente of the two powers will be maintained, and the honour in which the patient die-hard still obtained in the segregation camp. The deceased was a grocer, and as far as is known had not been away from Calcutta for some time.

THE PLAGUE AT BOMBAY. — Bombay, 15th April.

The temperature is increasing and the weather seems to have fairly set in, and with this comes the predicted diminution of plague in all parts of the city. To-day's figures show 116 new cases and 77 deaths, with 170 dead from causes.

There was a further check in the plague figures to-day. There were 74 new cases, 82 deaths, and 169 deaths from all causes.

THE "CHINA." — Bombay, 16th April.

Now received by the mail steamer to-day.

Mr. Walter Brock, mining engineer of America, was severely mangled by a tiger on Wednesday last, when out shooting. He received a severe wound in the shoulder, the whole limb being within a short time.

He took up a stick and threw it at the tiger to ascertain whether he was alive. The animal sprang forward before Mr. Brock could put up his rifle and was upon him. The unfortunate man's right arm was terribly mangled in the conflict, and his skull almost torn off. Leaving the wounded man to the animal made off into the thick of the jungle.

Despite his injuries Mr. Brock walked two miles, who was put into a trolley and taken to hospital, where he died next morning.

THE FRENCH GULF. — Bombay, 15th April.

A Gulf correspondent says things are quieting down at Bushire partly through a fall in the price of food, and partly through the continued presence of a party of blue-jackets. Disturbances do still occur, but not nearly so frequently, and they are not committed by Tunisians who are chiefly conspicuous by their absence. One night last week there was an attack and one man was killed, but it was discovered next day that the author of this outrage was actually a Persian guard, who was paid for preserving peace.

In confirmation of Reuter's telegram on the subject, news had reached the Indian Foreign Office from the Resident of the Persian Gulf that the Persian troops had a fight with the rubber band concession at Bushire.

It is also reported to purchase used POSTAGE STAMPS in Leipzig as small quantities for Cash.

AGENTS WANTED. — 15 to 25% Discount Allowed. (2739)

SHIPPING REPORTS. — The British steamer *Chunming*, from Seigon 27th April, had fine weather throughout.

The British steamer *Catherine Ayar*, from Calcutta 14th April, and Straits 26th, had fine weather and smooth seas.

The British steamer *Alensfjord*, from Singapore 26th April, had fine weather throughout the passage.

GOLD LEAF. — CHEONG HING, 117, BONHAN STRAND, Hongkong, has for Sale Gold Leaf guaranteed 100% touch. Lowest Rate. Hongkong, 1st March, 1893. (565)

NOTICE. — SUN SING LOONG (新昇) has always for SALE a fine assortment of the new season's selected PRESERVED GINGER and SWIFTMATS of their well-known Manufacture. Address: — Care of Messrs. KWONG SANG & CO. No. 3, PEAYA. Hongkong, 4th September, 1893. (1024)

INTIMATIONS

CHAMPAGNE "MONOPOLE."

HEIDSIECK & CO., REIMS.
PURVEYORS to the IMPERIAL and ROYAL COURT at BERLIN
and to the IMPERIAL COURT of RUSSIA.

CARLOWITZ & CO., Sole Agents.

PIANO AND ORGAN BUILDERS
TUNERS AND REPAIRERS.

PIANOS by ROBINSON PIANO CO.
HONG SHANGHAI SINGAPORE KONG

PIANOS by all the Loading Makers for
S & H H. & H. or
MONTHLY PAYMENTS.

Interest for 12 Months Fixed 5%.

Hongkong, 1st December, 1892. (15)

THE MERCANTILE BANK OF INDIA LIMITED.

AUTHORIZED CAPITAL 21,000,000.
PAID UP CAPITAL 21,000,000.
SUBSCRIBED 21,125,000.
RESERVE FUND 3,100,000.

BANKERS: — LONDON JOHN STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 3% per annum on the Daily balance.

ON FIXED DEPOSITS — For 12 months 4%
6 " 3% " 24%
3 " " " 24%
J. THUEBUEK, Manager, Hongkong.

Hongkong, 27th October, 1892. (16)

THE YOKOHAMA SPECIE BANK LIMITED.

ESTABLISHED 1890.

SUBSCRIBED CAPITAL Yen 12,000,000.
PAID UP CAPITAL 9,000,000.
RESERVE FUND 6,660,000.

BANKERS: — LONDON JOHN STOCK BANK, LIMITED.

INTEREST allowed on Current Account at the rate of 2% per annum on the Daily balance.

ON FIXED DEPOSITS — For 12 months 5%
6 " 4% " 34%
3 " " " 34%
S. CHOU, Agent.

Hongkong, 23rd March, 1893. (1655)

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1857.

HEAD OFFICE, LONDON.

CAPITAL PAID UP £500,000.
RESERVE LIABILITIES £200,000.
BONDS £375,000.
RESERVE FUND £100,000.

INTEREST allowed on Current Account at the rate of 2 per cent. on amount on the Daily balance.

ON FIXED DEPOSITS for 12 months 5% per annum.

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S. CHOU, Agent.

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RESERVE LIABILITIES £200,000.
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VESSELS ON THE BERTH.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KODOMO AND YOKOHAMA.

NO. 2 VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION CO.

Proposed Steamer Tons. Captain. Sailing. Steamer Tons. Captain. Sailing.

VICTORIA, 3,167 T. H. Truxbridge May 19 Bremar 3,601 E. Porter June 18

Olympia, 2,083 T. H. Dobson May 21 Model 3,005 W. H. Wright June 19

Arizona, 6,164 J. R. Riddle May 14 Columbia 2,605 A. C. Low July 13

Tacoma, 2,549 A. Dixon July 2 Bremar 3,601 E. Porter Aug. 13

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 247.

Excellent accommodation. First class Table Doctor and STEWARDESS arrived.

Passenger to EUROPE may proceed by one of the First-class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 241.

The Railroad travelling is second to none of the American Continent. Magnificent Scenery of the ROCKY and CASCADe MOUNTAINS. The YELLOWSTONE NATIONAL PARK from

HONGKONG TO VICTORIA, TACOMA, or PORTLAND, 238.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailing from Victoria, TACOMA and PORTLAND to DIETRICH and ST. MICHAEL.

Rates of Passage to other Points to application.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash., for delivery forward to that port and to the Freight Agent, Oregon Railroad and Navigation Co., Portland, Oregon, for Goods Shipped by that route.

Bills must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

BODWELL, CARLILL & CO., General Agents.

Hongkong, 30th April, 1893.

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

HANATA MARU YOKOHAMA (DIRECT) THURSDAY, 10th May, at 4 P.M.

KURE MARU KURE & YOKOHAMA THURSDAY, 10th May, at 4 P.M.

KURE MARU YOKOHAMA VIA SHANGHAI, CHENGFOO, CHEMULPO, NAGOZAKI, FUSAN & GUNSAK 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and ATLANTIC STEAMERS.

For further information as to Freight, Passage, Sailing, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 30th April, 1893.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS. TO SAIL ON. REMARKS.

YOKOHAMA VIA SHAI (MALACCA, SINGAPORE, BANGKOK & KORE) 10 A.M. 3rd Freight or Passage. (Pass. Nagaoka & Kobe) E. H. Dowell, R.N.E. May 10th, passing through the Island Sea)

LONDON MANILA About 6th Freight or Passage. R. L. Hoddick, R.N.E. May 10th

SHANGHAI PANAMA About 13th Freight or Passage. C. F. Preston, R.N.E. May 10th

YOKOHAMA VIA SHAI (JAPAN, NAGOZAKI, KURE & KORE) About 13th Freight or Passage. (Pass. Nagaoka & Kobe) J. Chichester, R.N.E. May 10th, passing through the Island Sea)

LONDON, &c. COMONDEAL About 13th Freight or Passage. F. N. Tillard, R.N.E. May 10th

LONDON FOMOSA About 14th Freight or Passage. A. G. C. Cribb, R.N.E. May 10th

YOKOHAMA VIA NA. BOHILIA Daylight Freight or Passage. (Pass. Nagaoka & Kobe) S. de B. Lockhart, R.N.E. May 10th, passing through the Island Sea)

For further particulars, apply to

A. M. MARSHALL, Acting Superintendent.

Hongkong, 30th April, 1893.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE EAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION)

IMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.E. WEDNESDAY, 15th May, 1893

IMPRESS OF CHINA...Comdr. H. Pybus, R.N.E. WEDNESDAY, 22nd June, 1893

IMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.E. WEDNESDAY, 29th June, 1893

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY. They leave early and cross the Continent in 10 DAYS, passing through the ATLANTIC, WESTERN, MEDITERRANEAN, CLOSING connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent can give choice of.

Passengers booked to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the Service of China and Japan, and to Government Officials and their families.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS.

The route of the World's LUXURIOUS OFF THE TRANS-CONTINENTAL TRAINS (The Company having received the highest award for same at the Chicago World's Fair Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway runs.

THE DINING CAR AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Models, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Pedder Street.

Hongkong, 25th April, 1893.

OCEAN STEAMSHIP COMPANY.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship

"PALINURUS."

Captain Williams will be despatched to-day.

BUTTERFIELD & SWINE, Agents.

Hongkong, 30th April, 1893.

OCEAN NAVIGATION COMPANY, LIMITED.

THE Company's Steamship

"KWEIYANG."

Certain Orders will be despatched as above.

TODAY, the 30th May, at NOON.

For Freight, apply to

BUTTERFIELD & SWINE, Agents.

Hongkong, 25th May, 1893.

OCEAN NAVIGATION COMPANY, LIMITED.

THE Company's Steamship

"KWEIYANG."

Certain Orders will be despatched as above.

TODAY, the 30th May, at NOON.

For Freight, apply to

BUTTERFIELD & SWINE, Agents.

Hongkong, 25th May, 1893.

FOR NEW YORK.

THE American Ship

"ST. DAVID."

Captain Lyons will load here for the above.

For Freight, apply to

SIEMENS & CO., Agents.

Hongkong, 18th April, 1893.

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